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sealift

OF THE MILITARY SEALIFT COMMAND

1976

THE MEDIUM, THE MESSAGE

In this issue of Sealift, beginning on page 9, is an article written by the president of Central Gulf Steamship Co. The feature story, fifth in a series of similar stories published in Sealift, covers the history and operations of Central Gulf. Previous features focused attention on Alaska Barge and Transport Co.; Sea-Land Service, Inc.; United States Lines, and Lykes Brothers Steamship Co. In future issues, reports will be published on other leading maritime companies and U.S. shipyards.

There are two principal reasons why an official military publication such as Sealift is devoting space to accounts of the maritime industry.

First is the fact that Military Sealift Command depends heavily upon the capabilities of commercial maritime organizations in the fulfillment of its military mission. Shipping companies provide ships manned by skilled mariners which are chartered by MSC and operated under command control in both peacetime and in emergencies.

Commercial lines operating vessels on world trade routes also move a substantial percentage of military dry cargo. That has been true throughout the 26 years of MSC history, and it will be true in the future, since MSC does not have an organic sealift capability which enables this Navy organization to meet all Department of Defense requirements.

In wartime, or in emergencies, U.S.-flag merchant ships must provide the surge capability needed to meet increased sealift requirements. Without commercial ships, and their experienced

crews, which augment MSC's ready response force, the command would not be able to fulfill demands of the military services in an emergency or contingency.

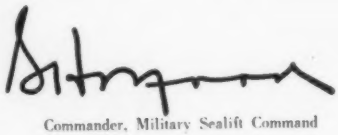
A second reason for spotlighting the maritime industry is that MSC maintains close ties with that industry. The overall Defense transportation team includes the ocean shipping organizations, the shipyards, and the many business organizations which provide related support activities. All are elements of U.S. seapower, and all must be ready to help protect U.S. commitments whenever and wherever such action is required.

This military-commercial partnership requires broad understanding of the talents and capabilities of other members of the team. That is why, even though MSC employees make up the primary audience of Sealift, the magazine is widely distributed throughout the maritime industry, and throughout the Department of Defense.

It serves as a means of stimulating dialogue among diverse elements of the transportation industry. It provides a forum for reporting on new technological developments, on advancement of sealift techniques, on cargo handling methods and equipment, on maritime research and development, on new methods of construction, on maritime legislation and the full spectrum of maritime endeavor.

At the same time, Sealift provides a medium for recognition of the performance of MSC employees, of union mariners who man MSC chartered ships, and commercial contractors who lift Defense cargo.

Thus, Sealift is an effective means of communication—effective because it enables MSC to exchange ideas and information with a wide and varied transportation audience, those whom we support and those who support us.



Commander, Military Sealift Command

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MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXVI No. 1 Washington, D.C. January 1976

COVER: The wooden wheel of SS Mayaguez serves as an appropriate frame for President Gerald Ford shortly after congratulating six USNS Greenville Victory crewmen for their part in the recapture of the Sea-Land Service, Inc. cargo ship. The wheel was presented to the President by Sea-Land. See story page 4.

Rear Adm. Sam H. Moore
Commander, Military Sealift Command

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Awards Roll In

Awards are presented to more than 250 MSC employees.

page 4

Central Gulf Lines

Beginning with a single Liberty ship, Central Gulf has pioneered ocean transportation systems since 1947.

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Antarctic Consolidation

Training pays off as Sealift Antarctic conducts her first consolidation with a Navy ship.

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A Winning Year

By Cindy Buckley

One of man's basic needs is self esteem. What we think of ourselves and our sense of personal worth are greatly dependent upon what others think of us. This is one reason why industrial firms, schools and governments have award programs that recognize individual achievements and help create an environment where human satisfaction and job productivity go hand in hand.

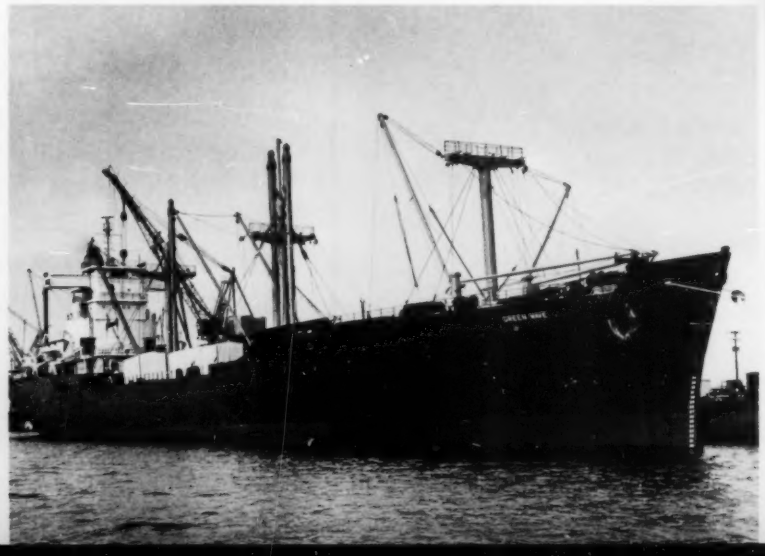
During this calendar year, more than 250 Military Sealift Command employees were individually honored for heroic behavior, rescue efforts or extraordinary contributions to special tasks. Group awards also were given to a score of ships whose crews achieved outstanding safety or performance standards. These are in addition to many letters of appreciation and "Well done" messages which recognized outstanding performance by hundreds of other MSC employees during 1975.

Bestowing high-level awards on MSC employees during 1975 were the U.S. Navy, Department of Commerce, the National Defense Transportation Assn., the American Institute of Shipping and the Marine Section of the National Safety Council, foreign navies and governments, and the command itself.

In November 1975 Pacific Inland Navigation Co., Inc. received the Navy Certificate of Merit for that company's involvement in the humanitarian evacuation of more than 179,000 South Vietnamese from their war torn country. The firm owned seven tugs and 14 barges, operated by Alaska Barge and Transport, Inc. and Seapac, Inc., that participated in the refugee lift.

The refugee lift that began last March presented a difficult and unexpected challenge to crews of all vessels involved. For several weeks tug and barge crews evacuated refugees from shore to ship and from small craft to U.S. flag ships off shore, sometimes under fire.

In one instance 2,600 refugees



MSC chartered vessel SS Green Wave won the Navy Certificate of Merit for participating in the evacuation of South Vietnam. She was one of nine MSC chartered ships given the award.

Survivors abandon the burning cruise ship Cunard Ambassador. They were rescued by crew of the USNS Tallulah. Master and crew received Distinguished Sea Rescue Awards.

National Safety Pennant is presented to Rear Adm. Sam H. Moore (center) and former USNS Tallulah master Capt. Harlan Jackson (right) by James J. Reynolds, president of American Institute of Merchant Shipping.

were transported from DaNang to safety in more southern ports aboard tugs and barges. More than 600 people were carried aboard one tug with another 2,000 transported in a barge towed by that tug.

Employees of Seapac, another subsidiary of Pacific Inland, represented MSC in the waters off DaNang, coordinating all ship evacuation activity. One tug was also used as a command center by Seapac and U.S. embassy personnel.

Also receiving Navy Certificates of Merit for refugee evacuation efforts were nine commercial cargo ships under charter to MSC, the SS American Challenger, American Racer, Pioneer Commander, Pioneer Contractor, Pioneer Contender, Transcolorado, Green Port, Green Wave, and Green Forest.

Three government owned vessels also participated in the refugee lift, as thousands of refugees crowded aboard ships equipped to house and feed crews of less than 50 men. For their outstanding efforts, officers and crewmen aboard USNS Sgt. Andrew Miller, Greenville Victory, and Sgt. Truman Kimbro earlier received the Navy Award of Merit for Group Achievement. Each of the 144 Civil Service mariners received a letter of commendation from the Secretary of the Navy.

Acts of heroism by MSC employees were not confined to Southeast Asia. USNS Tallulah, while en route to Charleston, S.C. received a Mayday message from the burning British liner Cunard Ambassador. Capt. Har-

lan Jackson and crew rescued 257 crewmen and entertainers and delivered them safely to Port Everglades, Fla.

Captain Jackson and his crew received a Distinguished Sea Rescue Award from the American Institute of Merchant Shipping (AIMS) and the Marine Section of the National Safety Council. Each member of the union crew aboard Tallulah at the time of the rescue received an individual certificate. Tallulah, a 33-year-old World War II veteran, has since been laid up in the National Defense Reserve Fleet at James River, Va.

Capt. Lawrence Pagano and the crew of the MSC chartered vessel American Racer rescued 14 people near the Marshall Islands in the Pacific Ocean. The 14 survivors had abandoned a landing craft shortly before it sank, and had been floating in turbulent seas for 12 hours.

For his outstanding seamanship, Captain Pagano was awarded the American Merchant Marine Seamanship Trophy. Each of the crewmen also received a Ship Safety Achievement Award from AIMS and the National Safety Council.

SS Fort Fetterman's master and crew also earned a Ship Safety Achievement Award for their rescue of 23 people who had abandoned the sinking tanker British Ambassador in the Pacific Ocean.

Because in many places the U.S. Navy is represented by MSC ships that call in local ports, those ships must create a favorable impression. Annual Smart Ship Awards are presented by MSC to the Civil Service-manned ships that meet high appearance, operational and safety standards. Four received Smart Ship Awards during 1975, USNS Taluga, Mirfak, Gen. Hoyt S. Vandenberg and Range Sentinel.

Smart Ships receive plaques denoting general excellence and reliability and listing th name of the winning ship and the year of the award. Winning ships also display Smart Ship pennants in port for a year and a white "E" is painted on each ship's bridge bulwark.

The Vice Adm. Roy A. Gano Award is presented by MSC to ships making the greatest improvement in command inspection scores during the past fiscal year. USNS Taluga and Mosopelea were honored in 1975. Each received a permanent plaque signifying the award and listing the ship's name and year presented.

Perhaps best publicized in 1975 were the feats of six crew members from Greenville Victory. When the American merchant ship SS Mayaguez was seized by Cambodian forces, 1st Officer Clinton H. Harriman, Jr., 2nd Assistant Engineer Michael A. Saltwick, 3rd Officer Karl P. Lonsdale, Yeoman-Storekeeper Robert A. Griffin, and oilers Herminio Rivera and Epifanio Rodriguez volunteered to board the captured vessel with a group of U.S. Marines. Each man received the highest Navy award given a civilian, the Navy Distinguished Civilian Service Award, and the Department of Commerce Distinguished Service Medal.

The entire crew of Greenville Victory, the most honored MSC ship last year, won the National Defense Transportation Assn. (NDTA) award, given annually to the outstanding Navy transportation unit.

Two MSC employees were honored for their roles in the evacuation of South Vietnam. Donald I. Berney received the Navy Superior Civilian Service Award for his efforts as chief of the MSC's Vietnam

Capt. John Arens (right), master of USNS Mirfak, accepts the Smart Ship "E" pennant from Rear Adm. Frank B. Guest, commander of MSC, Atlantic.

Office. As the MSC, Far East contracting officer's representative for the Supply Cambodia out of Thailand (SCOOT) tug and barge contract, he coordinated use of deep draft ships and tug and barge assets in evacuating Vietnamese refugees.

Prior to the fall of Saigon, he helped arrange the evacuation of thousands of refugees. Berney also received the Vietnamese Navy Service Medal.

William E. Ryder also received the Navy Superior Civilian Service Award for his efforts as operations officer of the MSC Office, Vietnam. He was praised for his courageous actions during the last days of Saigon, when he coordinated evacuation efforts for that city and later maintained a close liaison with both the Republic of Vietnam government and military officials. Ryder also acted as chief of the MSC, Vietnam shore office temporarily while Berney was setting up an MSC office aboard one of Pacific Inland Navigation Co.'s vessels.

He kept the MSC office in Saigon functioning until the last possible hour, maintaining effective control of MSC assets including deep draft ships, tugs, barges, and landing craft. Ryder also was awarded the Vietnamese Navy Service Medal in 1975 for helping coordinate movement of supplies and ammunition to Vietnam and Cambodia.

Two Civil Service mariners were named MSC Marine Employees of the Year. Stephen M. Aspiotis, while first officer of USNS Marias, was coxswain of a motor whaleboat used to recover a man overboard in June 1974.

Michael H. Watson, first officer of the tanker Falcon Lady, made an outstanding contribution to efficient operation of that vessel. Before reporting aboard, Watson obtained blueprints of the ship and piping systems and held training sessions with other crew members who were to be assigned to the ship.

The third highest Navy award that can be given a civilian, the Meritorious Civilian Service Award, was won by two MSC employees last year. Harold C. Boles, chief engineer of USNS Huntsville, and Keith Von Haesler, assistant port engineer in MSC's Pacific engineering office, helped prepare and maintain Hunts-

"The expression on my face reflects both exhaustion and fear," said William Ryder, winner of a Navy Superior Civilian Service Award. The photo was taken in April near Saigon prior to the collapse of South Vietnam.

Former Chief of Staff of MSC, Atlantic, Capt. Robert Sante, presents MSC's Marine Employee of the Year Award to USNS Marias 1st Officer Stephen Aspiotis. In June 1974 Aspiotis rescued shipmate Kenneth J. Park from turbulent seas.

ville in support of an important Department of Defense operation.

Commander of MSC's Anchorage office Cmdr. William G. McHenry received the NDTA Distinguished Service Award last year. Commander McHenry earned the award for his performance as president of the Anchorage NDTA chapter.

MSC Commander Rear Adm. Sam H. Moore also was honored last year for previous work as the Navy's director of budget and reports and subsequently as deputy comptroller. Admiral Moore was awarded the Navy's Distinguished Service Medal.

Not many MSC employees can wear the Republic of China Order of the Camel award, but that was given to three men from MSC's Taipei office. PO1 Herbert J. Cruz and Teddy W. Brock, and PO3 Stanley R. Herrmann received this award for outstanding contributions to a combined service force responsible for operation of military terminal facilities in Keelung and Kaohsiung port areas, and for shipment of U.S. Department of Defense cargo within Taiwan. ⚓

The Medals

The Navy's highest and second highest civilian awards were among those won by MSC employees last year. Navy's Distinguished Civilian Service Award, won by six Greenville Victory Civil Service crewmen, is the highest honorary award the Secretary of the Navy can bestow upon a civilian. Awarded to those who have made oustanding contributions, the medal also can be bestowed for great courage in the face of danger.

The Navy's second highest civilian award, the Superior Civilian Service Medal, was presented to two command employees, both members of the MSC Office in Vietnam. That award recognizes contributions resulting in "exceptional benefit to the Navy."

Nine MSC chartered, U.S. flag ships earned Navy Certificates of Merit during 1975. Also receiving the award was Pacific Inland Navigation Co., Inc., for seven of their tugs and 14 of their barges. The award is the fourth highest Navy award and second ranking group award.

Six MSC Civil Service mariners received the Merchant Marine Distinguished Service Medal in 1975. It is the Department of Commerce's highest decoration for valor, created in 1943 to honor those in the U.S. Merchant Marine who display great valor in the line of duty. During all of World War II, fewer than 150 medals were awarded, 30 of them posthumously. Since then, only 18 have been presented, including the six won by the MSC Civil Service crewmen.

Another merchant marine award, received by two MSC employees during 1975, is the Meritorious Service Medal. Authorized in 1944, this medal was awarded 424 times during World War II. Sixteen were awarded posthumously.

The Navy Distinguished Service Award, established by an act of Congress in 1919, was awarded Rear Adm. Sam H. Moore. The award honors individuals in the U.S. Armed Forces for particularly meritorious service to the government in a position of great responsibility. The MSC Commander earned the award for his service as Navy's director of budget and reports, and subsequently as deputy comptroller.

SS Green Valley carries 89 LASH barges, each having a 375-ton capacity. Her deck and interior spaces can accommodate other cargoes.

Central Gulf Lines Pioneer In Ocean Transportation

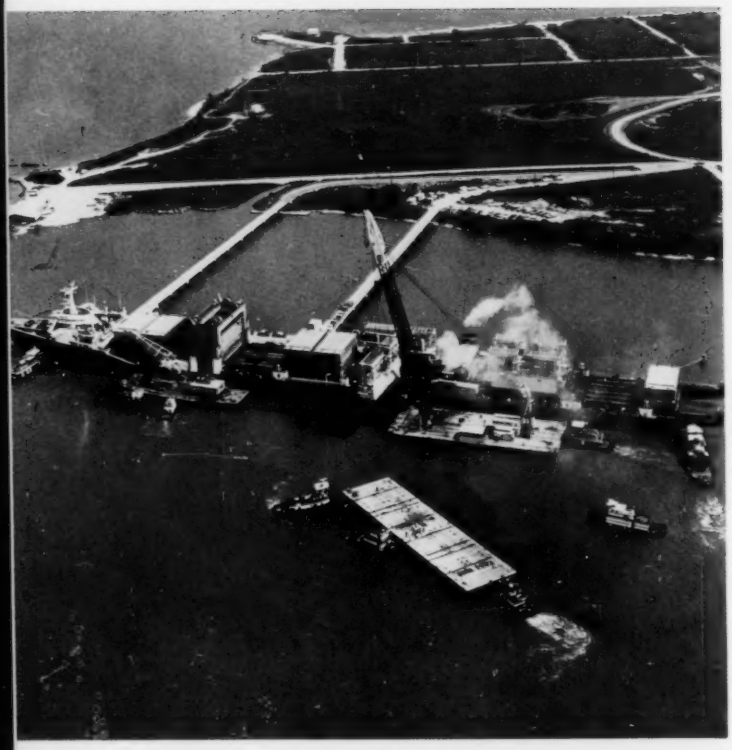
By Erik F. Johnsen

The scope of Central Gulf Lines cargo services over the years is exemplified by the multi-point compass rose prominently displayed on the stacks of all Central Gulf vessels.

From a first voyage almost 30 years ago, Central Gulf has carried commercial and military cargo on most of the world's sea lanes, maintaining maximum service flexibility to obtain fullest vessel utilization and in turn to achieve and maintain a continuing growth pattern for our fleet operations.

Central Gulf was founded in New Orleans in 1947 by my late father, Niels F. Johnsen, a lifelong mariner who began an active career in the U.S. shipping business in 1915. Originally chartered as Central Gulf Steamship Corp., the company name was changed in 1972 to Central Gulf Lines, Inc.

Central Gulf began operations by acquiring one of the then plentiful Liberty ships and inaugurating service between U.S. Gulf Coast ports and ports in the Far East. The vessel was renamed Green Wave in honor of Tulane University. Its athletic teams are known as The Green Wave. Thereafter use of the word "green" in vessel names became a tradition at Central Gulf which adopted the policy of naming all of its ships after actual places



Floating crane loads a five-story high industrial equipment module aboard SS Green Island at Houston's Barbours Cut facility.

in the world that start with the word Green. Many vessel names have been perpetuated through the years as older ships leave the fleet and new ones are added.

The company's early years were characterized by operation of vessels in the bulk trades, by time-chartering vessels to other operators and by chartering vessels to meet specific cargo service commitments. In short, company management displayed a willingness to "go where the cargo is" to maintain corporate viability and to achieve growth and development objectives necessary for future expansion of our service.

This basic philosophy has been one of the company's mainstays, helping Central Gulf gain leading positions in liner cargo services, innovate and pioneer the operation of a new ocean-inland cargo system, and solidify its participation as an active member and proponent of the U.S. Merchant Marine.

In late 1949 and early 1950, Central Gulf acquired two Victory-type cargo vessels, the original Green Valley and Green Harbour of our fleet. Both vessels were later lengthened and reoutfitted for continuous cargo liner service, each making more than 90 voyages before being retired in 1970.

From almost the outset of the Korean War, Central Gulf had vessels on charter to Military Sealift Command (MSC) for the carriage of military cargo, later serving as general agents in the U.S. Gulf area for the chartering of various ships for military service. Our service commitment and availability to the military has continued unbroken, with Central Gulf exhibiting the readiness and capacity to respond in both emergency and normal operations.

In 1956, Central Gulf vessels provided major assistance during the Suez crisis and the company was awarded a special commendation for its services from President Dwight Eisenhower.

With 10 years of successful operation as a strong foundation, a decision was made to undertake a major expansion program leading to the establishment of Central Gulf as a principal owner and operator, and paving the way for future growth and development. I might mention that we took these and subsequent forward steps without benefit of operating subsidies, although we have been applicants for this subsidy on more than one occasion, and that this condition has applied to our operations from the company's inception to the present.

Preparatory to inaugurating a liner berth service in the fall of 1957, a company office was opened in New York and other offices were opened in Houston and Galveston to work with the home office in New Orleans and a network of offices and agents established in domestic and overseas ports. My brother, Niels W. Johnsen, directed New York activities as vice-president in charge of Atlantic operations, while I assumed similar responsi-

bilities in New Orleans as vice-president for Gulf operations.

Today, we serve as chairman and president of the company, respectively. A third principal company executive, Harold S. Grehan, Jr., joined Central Gulf in 1958 to supervise traffic operations and is now senior vice-president and a director.

In September of 1957, Central Gulf began operating a liner service between U.S. Gulf and Atlantic ports and ports in the Mediterranean, Red Sea, Persian Gulf, Pakistan and India. From an initial 24 scheduled sailings annually, we developed the liner service to the point that in the mid 1960s it encompassed as many as 54 sailings each year. In fact, U.S. Maritime Administration records show that by the close of 1963 Central Gulf had become the leading carrier on these trade routes.

From 1957 to 1967, concurrent with the establishment and expansion of our liner cargo services, Central Gulf proceeded to acquire and extensively refurbish the vessels that comprised its then 12-vessel fleet, while at the same time maintaining some eight ships on full-time charters.

Various vessel acquisitions, by direct purchase and through exchange agreements to upgrade the company fleet, together with refurbishing and conversion programs, assured expansion of liner services and resulted in building of a fleet that consisted of three lengthened Victories, two C-2s, one C-3 and six C-4s bearing the names Green Valley, Green Harbour, Green Island, Green Cove, Green Dale, Green Ridge, Green Lake, Green Bay, Green Wave, Green Forest, Green Port and Green Springs. The company also owned and operated for various periods four C-2s and one C-3 as part of its cargo liner service.

In the late 1960s there was increasing demand for cargo vessel space to supply U.S. armed forces in Southeast Asia. Central Gulf's liner fleet had been carrying military cargo regularly on the trade routes it served, and in 1967 and 1968 the company began placing its recently converted and reoutfitted C-4 vessels on full-time charter to MSC. They delivered hundreds of thousands of tons of MSC-directed cargo.

At the close of Vietnam operations, three of these vessels—Green Port, Green Wave and Green Forest—were among the first to participate in rescue operations. On several voyages they transported thousands of refugees to safety, each receiving the Navy Certificate of Merit in addition to commendations from the Secretary of the Navy and MSC as well as Central Gulf Lines on their return to our shores.

Some of these vessels continue under charter to the military, some are being returned to our fleet and we are continuing to carry military cargoes to many parts of the world.

Even while expanding and upgrading our liner fleet,

Delicate glass-making equipment is unloaded from a LASH barge after an ocean crossing without mishap.

Central Gulf had been actively seeking solutions to problems associated with increased port congestion in areas we served as well as looking for an efficient transportation system that would enable our company to continue to progress and to remain competitive in a period of change that was affecting ocean carriers and the U.S. Merchant Marine.

We had seen the rise of container ships and other specialized carriers, but did not consider any of these new techniques broad enough to fit requirements for a system to move the diverse cargo we carry.

These considerations led us to enter discussions with naval architect Jerome Goldman, head of the firm of Friede & Goldman. At that point, in the early 1960s, he had completed basic research and produced preliminary designs for a barge-carrying vessel.

This new concept was well-suited to our requirements, and we were immediately interested in its development. Economic feasibility studies, extensive model testing, examination and re-examination of the many details of the design and the concept, all were undertaken in close concert with the naval architects to produce a new transportation system that would have a high performance capability from the outset. Many years of hard work by all those involved made possible its development.

This new transportation system that has earned an important place on the maritime scene is the now familiar LASH system. LASH, for Lighter Aboard Ship, is an ocean-inland system which, put simply, involves loading cargo in standard dimension LASH barges (375 long-ton capacity) at either inland or coastal points. The barges are then loaded aboard the ocean LASH carrier, at anchor or alongside docks, by the ship's own 510-ton gantry-type crane and transported at speeds up to 22 knots to port destinations where the cycle of discharging and loading is completed again and the ocean vessel continues on its trade route.

The LASH system has demonstrated shipper and operational advantages both for areas that have back-up inland river systems, such as the Mississippi and Rhine rivers, and for major and developing port areas not connected to inland waterways.

Basic LASH advantages include avoidance of port congestion to achieve faster turnarounds and cargo deliveries, superior cargo protection that minimizes cargo damage and eliminates pilferage, minimum handling of cargo, greater access to shallow water berths, reduction in inventory and warehousing requirements, movement from origin to destination under one insured bill of lading, and an ability to handle unitized or palletized cargo, containers, general parcels, dry and bulk liquids, bales, heavy lifts and odd-sized pieces.

Following Central Gulf's lead, other operators began acquiring LASH vessels and in the six years since we began LASH operations a total of 24 LASH ocean carriers and some 3,500 LASH barges have been placed in service. They serve most of the major world trade routes. The Merchant Marine Act of 1970 added impetus to the

Cotton bales are loaded into a Central Gulf LASH barge.

LASH building program, with the result that 20 of the vessels were built at Avondale Shipyards in New Orleans for American-flag companies.

Initial operating experience proved the soundness and versatility of LASH as an effective transportation system, and the decision was made to build three LASH vessels and some 600 LASH barges for Central Gulf's fleet. Contracts to build the three vessels were signed with Avondale in 1972.

The building program represented an investment of more than $100 million for expansion of our fleet. It also underlined our continuing commitment to maintain a strong U.S. Merchant Marine, to provide increased job opportunities for American seagoing and shore-based labor, and to offer exporters and importers in the United States and overseas an efficient, economical transportation system.

The LASH vessels were built under provisions of the Merchant Marine Act of 1970, with the federal government providing a portion of the construction cost but with Central Gulf assuming full fiscal responsibility for operation of the vessels.

The new LASH vessels, SS Green Valley, Green Harbour and Green Island, were to inaugurate the first LASH service between U.S. Gulf and Atlantic coast ports and Singapore, Indonesia, Malaysia and other Southeast Asian points. Service began with the delivery of the Green Valley in September 1974, with all three vessels providing sailings every 25 days by early 1975. The new service has had positive acceptance by commercial and military shippers and operations continue to satisfy established objectives.

Principal characteristics of Central Gulf's new LASH vessels, the largest cargo liners of their type, include overall length of 893 feet, molded beam of 100 feet, depth at side of 60 feet, service speed of 22 knots, propulsion of 32,000 horsepower and deadweight of 46,039 long tons. Each carries 89 barges interchangeable throughout the Central Gulf fleet and with vessels of other LASH fleets. The barges are approximately 61x31x13 feet and have a 375 long-ton capacity.

In October of 1975, Central Gulf reentered the Middle East trade. Initial plans are to operate at least one LASH vessel regularly for carriage of commercial and military cargo in a liner service between U.S. Atlantic and Gulf ports, and ports in the Red Sea and Persian Gulf. Additional sailings and expansion of the service are planned, with future scheduling and other operational details now under study.

Central Gulf in 1971 became an affiliate of Trans Union Corp., a multi-division company headquartered in Chicago and active in transportation, manufacturing, real estate, leasing, and water and waste treatment. Central Gulf heads up the corporation's ocean shipping group. The affiliation with Trans Union has enabled Central Gulf Lines to proceed with plans for continued growth and expansion of its fleet, while providing for continuation and broadening of comprehensive transportation services for firms engaged in foreign trade.

Central Gulf has made great progress since its founding. Today it is one of the United States' major vessel owners and operators. As we near the beginning of our fourth decade of service, we fully expect the future to reflect the many and progressive accomplishments of our past.

Erik F. Johnsen, president and board member of Central Gulf Lines, Inc. is a native of New Orleans and spent seven years sailing as a merchant marine cadet, deck officer and U.S. Navy officer. He was graduated from Tulane University School of Business Administration and from the U.S. Merchant Marine Academy at King's Point, N.Y.

More recently Mr. Johnsen served as a director and vice chairman of the New Orleans Steamship Assn. and as a board member of the Canal Barge Co., Inc.

In 1971 he was named Louisiana Maritime Man-of-the-Year for his pioneering achievements in operating the world's first two LASH vessels.

Rendezvous With Kalamazoo

USNS Sealift Antarctic crew proved their ability in the ship's first consolidation.

"The crew worked hard and long hours and had almost reached their point of endurance. If not for the positive attitude of all aboard, and the realization that this was not the standard MSC drill but actual support of a Navy fleet unit, the consolidation could easily have failed at any of several critical points."

Lt. (j.g.) Louis M. Borno, Jr. of the Navy's Service Squadron Two was describing the crew of USNS Sealift Antarctic as they conducted the tanker's first consolidation.

When Antarctic left El Ferrol, Spain to rendezvous with USS Kalamazoo on October 7 last year, her crew had drilled for at-sea replenishments but they were yet untested in actual refueling of Navy vessels.

Lieutenant Borno went aboard at Rota Fuel Annex to assist Antarctic Master George Denes and his crew in their first consolidation. Three days before actual operations began, Lieutenant Borno discussed basic layout and equipment with Chief Mate Douglas Torborg and held an initial briefing and training session with the crew. They took out the necessary equipment and rigged both of the vessel's receiving stations.

The morning before the consolidation began, another training session was held with the receiving stations rigged. Rig crews "walked through" their positions for rigging, unrigging and emergency breakaway.

USS Kalamazoo, a replenishment oiler of the Navy's Atlantic fleet, rendezvoused with Antarctic in the Bay of Biscay off the west coast of France early October 8. Kalamazoo remained 3,000 yards astern of Antarctic for a few hours, coming alongside the port side of the MSC vessel at 8:30 a.m. On whistle signals from each ship's safety officer, the MSC tanker's first consolidation was ready to begin.

The crew began pumping marine diesel fuel to Kalamazoo from the forward station on her port side. Meanwhile, they prepared the after station to pump jet fuel. By 8 p.m. darkness had fallen and there were no lights available on deck to see the re-rigging equipment. Captain Denes decided to wait until morning to transfer the jet fuel. Since the marine diesel fuel rig was already operating, however, the crew continued pumping from the forward station until

three o'clock the next morning, and then the ships broke away temporarily.

Antarctic and Kalamazoo again rendezvoused at three o'clock that afternoon, and the tanker's crew began pumping jet fuel, finishing the transfer at eight that evening.

Antarctic's first consolidation had been a large one. Her crew pumped 67,444 barrels of marine diesel fuel in 17 hours, at an average rate of 3,955 barrels an hour. When a second pump was added, the rate increased to about 4,200 barrels. Total amount of jet fuel pumped to Kalamazoo was 9,007 barrels.

Aboard Antarctic with her crew of 29 men were two cadets from the U.S. Merchant Marine Academy who were fulfilling part of their required year at sea. Eric Bryson, deck cadet, and engine cadet Allan Sawyer were used as signalmen and phone operators, jobs no one else could be spared for. As a testimony to their performance, Lieutenant Borno has recommended that two or three cadets from the academy be regularly assigned to the Sealift tankers.

Several recommendations were made as a result of this first Antarctic consolidation, all designed to make future fleet support operations even more efficient. Since the seas had wet down all of Antarctic's decks by coming over the side, it was suggested that decks be coated with a non-skid surface to provide better traction. Another recommendation was that more than one pump be installed at each transfer station so fuel could be pumped at a faster rate. Red lenses were recommended for deck lights, and night marker boxes for the receiving stations. Night marker boxes are matrices of lights that indicate to the receiving ship which product is being sent from that station.

The consolidation had been hard work for Antarctic's small crew, but it was "completely successful," said Lieutenant Borno. "The men of Sealift Antarctic are now inspired and feel that this class of ship could and should support fleet consolidations on a regular basis."—C.B.

PIERSIDE TRAINING

Crewmen aboard SS Erna Elizabeth, an MSC chartered tanker, move a hose aft for an over-the-stern opportune training exercise with a Navy fleet ship.

While a prizefighter or almost any type of athletic team might justify a less than satisfactory performance by claiming they were "overtrained," that excuse would have little credibility if used to explain failure of an MSC tanker crew in a replenishment mission.

In an operation where success requires teamwork, split second timing, and a thorough knowledge of both equipment and procedure, there is scant margin for error. And, where errors can not be tolerated, training must be doubly effective, continuing until each man reacts instinctively in every situation.

That is why MSC has initiated a program which simultaneously provides for inspection of refueling equipment aboard command controlled tankers involved in either underway replenishment or fuel consolidations with Navy ships operating in the Atlantic Ocean.

MSC controlled tankers involved are those normally carrying out point-to-point missions, not command oilers which have a direct Navy fleet support mission.

Just as the relatively new program has a dual purpose, two organizations are involved, MSC and the Navy's Atlantic Fleet. Idea for the added dimension given MSC replenishment training came from Donald Dahl and Cmdr. Walter Carpenter, director and deputy director of MSC's tanker division. And Atlantic Fleet people seized on the idea of the opportune training program.

Crews of MSC tankers provide both over-the-stern underway replenishment service and consolidation of fuel loads with Atlantic Fleet tankers. The faster, better and safer they are in their job, the better they satisfy their customer, Atlantic Fleet.

No classrooms are required, and no training schedule is maintained in the program. First ship to take part in the pierside inspection-training program was SS Shenandoah, a bareboat chartered, contract operated MSC tanker. Two hours after she tied up at Craney Island, Va., teams from MSC and Atlantic Fleet board-

SS Erna Elizabeth steams alongside the SS Franklin D. Roosevelt preparing for an underway replenishment.

ed the T-5 tanker. Atlantic Fleet personnel were from the fleet training unit and cargo handling and port group. MSC was represented by a member of the command's Norfolk office.

Touring the ship with the master and first engineer, the group inspected refueling equipment — and checked it off against an MSC list of needed gear. In informal discussions, officers from the ship and the visiting team went over replenishment-at-sea procedures step by step, probing each other's minds and recalling experiences to spot, if they could, even a minute error—or a minor recommendation for improvement.

Shenandoah has been involved in a number of replenishment operations with Atlantic Fleet ships, all consolidations during which fuel is pumped from ship to ship while both are stationary. Much of her success, according to Commander Carpenter, can be attributed to emphasis on readiness—which is a primary purpose of informal pierside training.

SS Erna Elizabeth, second ship to be involved in the opportune training, is a different breed of MSC tanker. The Hudson Waterways tanker chartered by MSC, has refueled both U.S. and NATO country ships while under way using over-the-stern techniques favored by the Soviet Union and the British Royal Fleet Auxiliary.

When USNS Sealift Arctic docked at Norfolk and her crew first took part in the pierside training program, the ship was on her maiden voyage, only 13 days out of Bath Iron Works in Maine. Result was that a number of items which should have been aboard for replenishment operations were not yet on hand, although on order. The combined inspection-training program by MSC and Atlantic Fleet pros helped the Sealift Arctic crew develop a capability they would need in future operations.

In past years, MSC point-to-point tankers have supported Navy fleet ships in a sporadic fashion, primarily during emergencies. However, since October 1971, they have been conducting replenishment operations on an opportune basis—whenever they could rendezvous with a Navy ship needing fuel with less than a 12-hour delay for the MSC ship. This has been done as part of a Navy series of tests known as Charger Log, all designed to check out ability of MSC and commercial ships to support Navy fleet vessels. This particular phase of the exercises was known as Charger Log IV.

However, primarily as a result of the demonstrated benefits, MSC and the Defense Fuel Supply Center now provide funding which allows advance scheduling of some MSC refueling operations with Atlantic Fleet ships. The supply center is the agency responsible for management of the entire Defense fuel distribution system. One result will be a greater number of replenishment operations by MSC tankers. And that means training is even more important.

Rapid turnover of civilian tanker crews also adds to training needs. That is why the opportune training does not end at the pierside. Observers from Atlantic Fleet sail with MSC tankers whenever they can to actually see what goes on, to help with both training and replenishment operations, and to make recommendations designed to improve both MSC and fleet efficiency.

Among the first was Lt. (j.g.) Louis M. Borno who recently worked with the crew of USNS Sealift Antarctic. A member of Atlantic Fleet's Service Squadron Two, he was on board Sealift Antarctic when that ship pumped more than 75,000 barrels of fuel to USS Kalamazoo. (Please see story, page 14.)

"Pierside training is neither a formal nor glamorous program," Commander Carpenter pointed out. "As a matter of fact, people do not always realize they are taking part in a training program. It's just another part of their job, to get together, and check out the equipment they use, review past experiences, and swap ideas on how to do a better job next time. Maybe that's why it works so well."

While the program so far is confined to the Atlantic Fleet operating area, Commander Carpenter hopes it can be extended to include command controlled tankers operating in the Pacific Fleet area during 1976.

Sea of Grass

Marijuana has been grown in flowerpots, window boxes, warehouses and isolated country fields. It's been hidden by runners in some pretty unusual spots, in auto hub caps, tires, or gas tanks, in ship holds and equipment, in false bottomed luggage, and equally false girdles and brassieres, in body orifices and in hundreds of other ways that are a tribute to human creativity if not to man's common sense. But, a large quantity has never before been spotted riding the ocean waves.

Not, at least, until October when crewmen from Military Sealift Command's USNS Atakapa picked 450 pounds of the stuff—valued at $432,000—from the surface of the Caribbean 19 miles off Guantanamo Bay, Cuba.

Atakapa, an ocean-going tug towing a target sled, was in company with a Coast Guard cutter out for some early morning target practice. The mission was called off, however, when the cutter's computer went on the blink. About that time 2nd Officer Donald P. Gorman who was on watch noticed something unusual floating in the water. Capt. Henry A. Pouttu took a look and said, "It doesn't look like garbage to me."

Chief Electrician William Novak, an avid fisherman who had joined the pot watch, ran to his cabin for a casting rod and reel, threw out the hook and line and reeled in the catch.

The bale, about 1½ feet by 2 feet, had an outer covering of burlap and contained two plastic wrapped packages weighing a total of 50 pounds. They cut it open and found two compressed bricks of a strange substance. Could it be—grass?

"I didn't know what marijuana looked like," admitted Captain Pouttu, "but I had smelled it when I lived in an apartment in Manhattan." Some of it was burned giving off the unmistakable sweetish-acrid odor. Sure enough—it was marijuana.

Atakapa's next target towing mission was not until that afternoon so Captain Pouttu ordered a search for more packaged pot. Eight more bales were picked up by gaffs and grappling gear during the four-hour seagoing harvest before it was called off to get ready for the next tow.

The captain had notified officials at

Guantanamo who were waiting at the dock when the Atakapa pulled in about 5 p.m.

The marijuana was placed under guard at base police headquarters that night and was destroyed by members of an explosive ordnance detachment the next day.

Naval investigators told Captain Pouttu the uncut marijuana was a high quality type grown in Jamaica. They indicated it was worth about $60 an ounce, roughly three times the average price in the United States. Apparently it was being transported by small boat, and the smugglers dumped it overboard when they saw Atakapa and the Coast Guard cutter heading their way.

The smugglers' destination probably was not Guantanamo, investigators theorized. Guantanamo's security is extremely tight. Coast Guard cutters patrol offshore and investigators use dogs to sniff out the stuff aboard suspect vessels, said Captain Pouttu.

Captain Pouttu felt it was a chance catch. The bales probably would not have floated long because they were not waterproof.

However, investigators may have new places to look if dope smugglers learn some fairly elementary navigational skills and start relying on winds and tides to move their illegal cargo.—L.R.G. ⚓

British warships head for Castine forcing the American Army to evacuate.

Courtesy, The Mariners Museum, Newport News, Va.

Revolutionary Fiasco

By Dean R. Mayhew

About the middle of June 1779, nearly 800 British troops from Halifax, Nova Scotia, convoyed by three small sloops of war, seized Castine, the major town of Massachusetts' Bagaduce Peninsula, now part of Maine. The Revolutionary War already had proven difficult for the Royal Navy. Embattled farmers possessed no naval force against which the mighty three-deckers of the battle line could be pitted in typical fleet action, and a farmer hiding behind an outhouse provided scant target for a ship of the line.

Thus, the British Navy's role would be basically one of sea control combined with amphibious support moving the invading armies from place to place in a sort of hopscotch pattern. This required bases. Castine, on the Penobscot River, could be one. A fleet also needed masts to remain on station. Castine provided them.

Finally, what could the government do with the thousands of united Empire loyalists stranded in rebel territory, to whom Britain owed protection? Castine could be a place for them to be resettled. Castine was important and it would be held.

The Massachusetts General Court, in session when the British arrived, acted swiftly to expel the invaders from the sacred soil of the Commonwealth. One thousand militia, more or less, were gathered for an assault on Castine before a fort to protect the new base might be constructed. Two generals, Solomon Lovell and Peleg Wadsworth, the one a steady plodder, the other a dashing fireeater, led the troops.

Lt. Col. Paul Revere left his post at Castle Island fort in Boston Harbor to command the artillery train. Nineteen armed vessels were gathered, composed of the three Continental Navy vessels (a frigate of 32 guns, the Warren, and two 14-gun brigs), three 16-gun state naval brigs, a borrowed New Hampshire privateer, and the rest of the privateers which happened to be in port at the time of their impressment.

Twenty-plus transports, ordnance vessels and a hospital vessel completed the fleet. Commodore Dudley Saltonstall, a poor choice by any standard, led the naval force. Finally, in case of loss, Massachusetts promised to pay all damages to the $7 million fleet.

After sailing from Boston on July 19, the Americans put into Boothbay, Maine for reinforcements, few of whom appeared. Unwilling to remain longer, Saltonstall put to sea on July 24. The next afternoon, the Americans appeared off Castine.

Bold strategy and a dashing leader was called for at this point. Nineteen American vessels could easily have rushed into the harbor, seized the three English vessels even in the face of a half-finished, shin-high fort which mounted only two cannons. The British commander even stood by the flag halyard ready to surrender if the Americans had made any warlike move. Such was not Saltonstall's style, and the English general awaited developments.

The Massachusetts ships sailed back and forth, exchanging shots with the fort and capturing only a small island off shore. A landing must be made which would prove difficult as long as the British vessels remained intact to oppose it.

Early on July 28, three divisions of troops and marines covered by the ships' gunfire support, landed at the foot of a sheer cliff called Dyce's Head. This cliff the Americans, many of them boys and old men, climbed while under fire from a British picket hiding in the tree line. A messenger sent to inform the English general that the rebels were ashore in force got lost in the woods and arrived too late.

Lovell, now ashore, constructed a fortified line opposite Fort George and manned it with Revere's artillerymen with the intent to reduce the enemy by seige.

Until well into August, nothing happened. Lovell could take the fort if Saltonstall neutralized the ships. Saltonstall would take the ships if Lovell took the fort. Plans were made by vote, town-meeting-style. Dudley continued to balk, stating that he would not risk his shipping in "that damned hole."

On August 7, a ridiculous misadventure exposed Saltonstall to ignominious capture. On a personal reconnaissance by rowboat, the commodore and his friends were surrounded by British boats. The Americans fled ashore and tramped through the woods leaving the enemy in possession of the boat.

By August 13, specific orders had reached Bagaduce ordering an attack and advising all concerned that British reinforcements were probably well on the way. They were. Sir George Collier with seven ships ranging from a two-decked, 64-gunner, to a sloop of war, had left New York on July 28. Even after losing the sloop in the fog off Monhegan, Collier mustered heavier firepower than any Dudley possessed. Once again vacillation. No John Paul Jones or Nicholas Biddle here. No captain would trust the commodore to act.

With the arrival of Collier on August 14, the Army was immediately evacuated even before the full force of the six enemy ships was known. Another meeting held aboard the flagship. What to do?

A flag appeared at the Warren masthead signaling every ship for itself. The heavy warships pushed the transports aside in their flight up the Penobscot. The troops, left to their own devices, beached their vessels and fled into the woods, a disorganized rabble.

Revere traveled back to Boston in style. Two of his artillerymen carried his personal chest of handkerchiefs, and other things of personal value to himself, through the woods to safety.

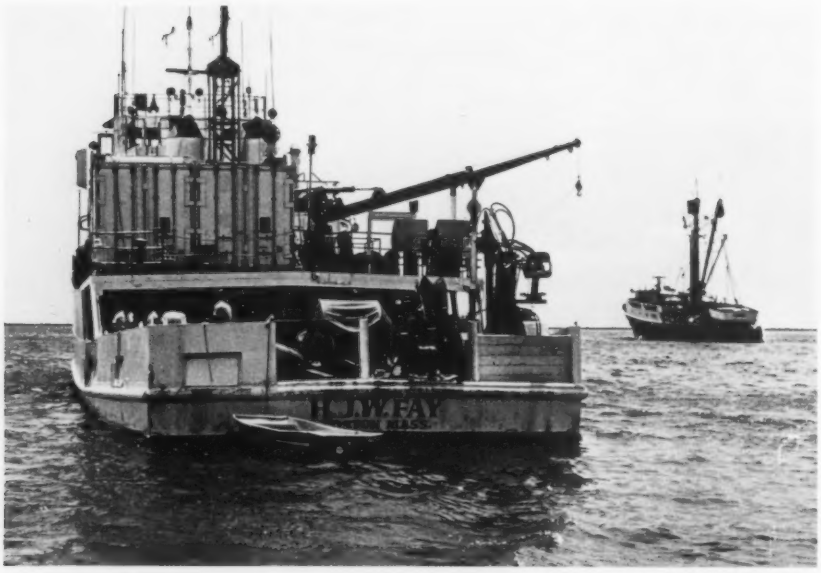
At every major stop from Castine to Bangor, about 25 miles as the crow flies, flaming American vessels could be seen, burned to prevent capture. Only two vessels, both privateers, fell to the enemy.

Hundreds of Americans floundered back to Boston through the woods. In September, the court martials began. Lovell was acquitted; Wadsworth, acquitted; Saltonstall, convicted. Revere, while acquitted, was ruined in the eyes of his countrymen, until immortalized by "Listen my children and you shall hear"— written by Henry Wadsworth Longfellow, grandson of the man who had him court martialed. And for Massachusetts, there was $7 million to pay.

Revolutionary War cannon from the Defense is hoisted onto a pier at Castine, Maine. Defense was part of an ill-fated American fleet sent to take Castine from the British.

Dean R. Mayhew, associate professor of history at Maine Maritime Academy, was born in the coastal town of Camden, Maine and received both his B.A. and M.A. degrees from the University of Maine. He did his Ph.D. studies at Louisiana State University.

Holding a rank of commander at Maine maritime, Mayhew is an authority on U.S. maritime history, naval history and nautical archeology. He resides in Orland, Maine with his wife and two children.



A detour for Fay and crew resulted in a $110,000 judgment for company and crew.

Chance Encounter Pays Off

By Cmdr. Michael H. McDonald
Photos by QM1 Louis Jackson

It was a lazy mid-afternoon in May, calm and clear. Capt. Ian Crichton and his 13-man crew aboard the MSC chartered research vessel H.J.W. Fay were sailing from Cristobal, Canal Zone to Port Everglades, Fla. None of them expected to be involved in an event which would take them back to Cristobal, and eventually to U.S. District Court in the Canal Zone.

Fay had been conducting underseas Navy experiments for the Naval Underwater Systems Center. She had transited the Panal Canal that day and was in the open Pacific, approximately 100 nautical miles northeast of Cristobal, when her third mate sighted a ship off Fay's bow. The vessel was listing and apparently dead in the water. Captain Crichton ordered Fay's course changed to investigate.

Coming up to the vessel, which they identified as the Panamanian flag, 167-foot coastal cargo vessel Margoth, Fay's crew circled as closely as possible to see if anyone was aboard. Fay's radio officer tried unsuccessfully to raise Margoth, and a megaphone also was used. When no answer came back, Captain Crichton assumed the vessel had been abandoned.

To make certain, he sent his chief mate and a wiper in a rubber boat to investigate. Twenty minutes later they returned and reported no one and no cargo were aboard, and that the vessel's engine room was partially flooded. Number one and two hatches also held considerable amounts of water. While Margoth didn't appear to be in danger of sinking, she appeared to be taking on water, and was already listing 15 degrees to starboard.

Captain Crichton called the Miami Coast Guard and Tracor Marine, owner of Fay, in Port Everglades to report his findings. They asked that he take Margoth in tow.

Although the day was calm, Captain Crichton did have a couple of worries about towing the vessel even after he put four volunteers from his crew and provisions aboard Margoth to catch the tow line from Fay.

"I was worried about Margoth listing all the way," said Captain Crichton. There was a possibility of the tow overturning, endangering the lives of the four men aboard her, and chaining Fay to a "400-ton anchor in the middle of the ocean."

His concern proved to be unwarranted. Fay, designed like an offshore supply vessel, towed the Margoth without difficulty. In two days the ships arrived at Cristobal, where Margoth was anchored in Canal Zone waters and pumped out. The four-

man volunteer crew from Fay was replaced by caretakers supervised by a U.S. marshal. Fay resumed her voyage to Florida.

Three days before Fay had found her, the Panamanian ship had been returning to Barranquilla, Colombia after delivering a load of cement to Grand Cayman Island. She was abandoned when her crew thought she was sinking. They were rescued by a Colombian vessel and taken to Cartagena. Margoth was left behind, unlighted, in a heavily traveled shipping lane between Cristobal and the windward passage.

Tracor Marine brought suit against Tico International, S.A., owners of Margoth, M. V. Margoth, and Panama Insurance Co., Inc. to recover their expenses and possibly earn a salvage award. The case was brought before U.S. District Court in Ancon, Canal Zone. Captain Crichton testified for the plaintiff, as did a local marine consultant and surveyor and a Tracor official. Appearing on behalf of the defendant was a marine consultant from Margoth's home port.

The case was decided on Nov. 13, 1975. Establishing a value of $110,000 for Margoth at the time she was towed into Cristobal, the judge determined that Tracor was due expenses of $42,152, plus 6 percent interest from the award date until paid. Of the remaining amount, he awarded half to salvage. Two-thirds of the $34,174 salvage award was assigned to Tracor and a third to the Fay crew.

From the crew share, Captain Crichton received a $500 bonus and each of the four volunteers who rode Margoth received a $200 bonus. The remaining $10,091 is to be divided among the total crew in proportion to individual salary levels.

The men of the H.J.W. Fay had enjoyed a change of pace, had contributed to the safety to shipping lanes, and had earned unexpected pre-Christmas bonuses—not bad for a two-day detour.

⚓

Water in engine room and two holds forced the Margoth crew to abandon ship.

Fay crewman secures a line after Margoth is anchored in Canal Zone waters.

All Central Gulf LASH ships are equipped with 510-ton gantry-type cranes that load and discharge barges over the stern. Cranes move on rails up and down the main deck to position barges in holds and on deck.

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